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SECURITY INFORMATION
CENTRAL INTELLIGENCE AGENCY

REPORT

25X1

INFORMATION REPORT

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SUPPLEMENT TO
REPORT NO.

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1. [redacted] binding agents required for road construction work in 1953 included 25,000 tons of brown coal tar, 7,000 tons of hard coal tar and 3,000 tons of bitumen. On 10 September, it was requested that an additional 3,000 tons of hard coal tar or bitumen be made available for 1953. This subsequent increase was necessitated by the planned improvement of road surface on long-distance high ways of East Germany. 25X1
2. On 22 October, [redacted] the steel superstructures for the Reichenberger Bridge in Goerlitz were piled up on the eastern bank of the Meisse River.¹ 25X1
3. In late October, [redacted] an 80-ton bridge was being built over the river, which connects the lakes Koelpin and Mueritz, near Eldenburg, 3 km west of Waren.² 25X1
4. Work on the reinforcement of the bridge over the Oder-Spree Canal near Muellrose on Highway No 87 had to be suspended because of a shortage of cement.
5. [redacted] Herr Lenz (fnu), chief of a main department, announced that after 1 January 1953, the Directorate General was to be reorganized. It would then include: three main departments for motor traffic, roads, and political departments. These departments are scheduled to be independent and provided with finance, personnel and supply departments of their own. 25X1
6. [redacted] target figures for road traffic in East Germany during the period from 1951 through 1955 were fixed as follows: 25X1

| | |
|-------|---------------|
| 1951: | 40,130 ton/km |
| 1952: | 48,290 ton/km |
| 1953: | 50,420 ton/km |
| 1954: | 54,000 ton/km |
| 1955: | 54,300 ton/km |

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7. Eleven busses were observed being unloaded at the Berlin-Schoeneweide railroad station on 4 October 1952.³ 

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8. In mid-September 1952, [] all the piers, including the arch pier on the Polish side, of Heichenberger Bridge in Goerlitz had reached the required height. All the piers were lined with boards and already filled with concrete.¹

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9. On 6 September, [] the bridge over the Ohre River between Hedringen and Willersleben was being widened and reinforced.⁴

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1.

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2. [] Comment. The bridge is on Highway No 192, which connects Neu-Brandenburg and Wismar. It is believed that the bridge already existing there is being reinforced, because the Soviets ordered that the load capacities of all bridges on main roads be increased to 60 to 80 tons.

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3.

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4. [] Comment. The reinforcement of the bridge, which is located at the southern edge of the Letzling Heath troop training ground, was probably ordered by the Soviets.

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